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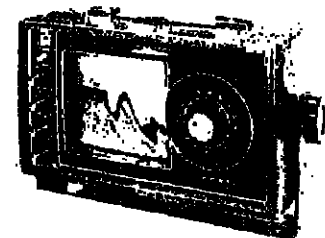
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Spasmagne — one of the lucky Northern Ireland vessels to get a Manx licence — heads into Douglas last week.

Manx herring — a 'blunder'

A PLEA from Northern Ireland to increase the number of Manx herring licences has been turned down by MAFF.

At a meeting with Minister of State, Edward Bishop, on Monday officials of the Northern Ireland Fish Producers' Organisation said there has been a blunder in issuing only 100 licences.

With 24 licences not taken up by vessels in the Republic of Ireland, these should have been made available to other vessels said the PO's chief executive Capt. W. J. Long. The extent of the blunder was seen by the increase in the daily quota from 5 units to 10 units per crewman, he added.

Capt. Long's plea for additional licences for Northern Ireland vessels has been made because, with the Mourne fishing closed this year, Ulstermen do not have the other fisheries available to them like the Scots.

"Even at this late stage, with the Isle of Man herring

closing on October 1, some dispensation from the Ministry would have helped out men who have invested a lot of money in gear, without even a chance of putting it in water," said Capt. Long.

Although they were disappointed by the results of the meeting, PO representatives were glad to have the opportunity to outline their problems in the event of a licensed fishery next year.

Goodbye to Othello

THE 1,113 ton freezer-stern trawler Othello, is leaving for Australia today (Friday, September 16).

Othello is the first of three BUT trawlers due to leave Humber-side for Albany, 250 miles south of Perth.

Her future catches as well as those of the 1,125 ton Cassio and the 1,131 ton Orsino, both of which are joining Othello in the near future, will be landed, processed and marketed mostly for consumption in Australia.

The project, as announced earlier in Fishing News follows a deal in which BUT has acquired a 50 per cent holding in Southern Ocean Fish Processors Pty. Ltd., and Southern Ocean Trawlers Pty. Ltd.

Othello is expected to take about six weeks to arrive at Australia. In command is Yorkshire Skipper, Dick Spencer (34) previously with Orsino for 34 years. He joined the trawler industry 17 years ago as deckie-learner and has sailed with BUT's vessels throughout his career.

Othello will be taking equipment for a new fish processing factory and trawler maintenance base now being built alongside Albany Harbour for the Australian project. Cassio and Orsino are still fishing out of Hull but it is hoped that Orsino will be ready to sail to Australia in late Autumn followed by Cassio early in the new year. Before Cassio leaves for Australia, her freezing equipment will undergo modifications and a gear net-drum will be fitted. Initially, all of the trawlers will each be manned by a crew of 22 recruited on the Humber-side.

New BUT skipper is tops

THE FIRST TRIP of 26 year-old Paul Wheelodon as a trawler skipper culminated in his vessel BUT owned Loch Erida topping the Monday grossings at Hull.

He had been out 26 days in the Bear Island/White Sea grounds, and a catch of 1,200 kits made 244,684, the codstuffs averaging 236.34 per 10st kit.

Youngest

Skipper Wheelodon is the youngest of three brothers, all of whom are their skipper's ticks, Paul gaining his in January of this year. His brother James is with the trawler St. Romanus when lost in 1968, and his other brother Victor was BUT skipper until he transferred to the medium navy. Their father, Ed Wheelodon, is boss of Hamling's St. Jason.

Also landing on Monday were the BUT's Falcuff (St. A. Cubbison) out a day less the same grounds than Loch Erida realising 238,496 to 1,136 kits.

September 16, 1977

Topper stays on sinking vessel

THE SKIPPER of a 60-ft. French trawler which sank off Lamorna, in West Cornwall, on Saturday, stayed on board until the very last moment.

Then, clutching a lifejacket and lifebuoy, M. Daniel Massieu, leapt into the sea and was picked up by the Penlee lifeboat.

The Skipper, suffering from shock, was picked up from the lifeboat by a Wessex helicopter from the Royal Naval Air Station at Culdrose and flown to Treliake Hospital at Truro.

After treatment there he later joined his four crew members at the "Ship Institute" — of the Royal National Mission to Deep Sea Fishermen — at Newlyn, until returning to France.

His trawler, Kerlano, sprang a stern plank while scalloping, and sent out a Mayday.

The mail-ferry Scillonian, on her way from Penzance to the Isles of Scilly, was first on the scene. She stood by until the oil supply vessel Oil Explorer arrived.

LUMPERS REFUSE ICELAND'S OFFER

AN OFFER from Icelandic trawler owners to resume landing wet-fish at Grimsby has been turned down by Grimsby's lumpers. The refusal could mean the end of fish coming into Grimsby.

The announcement from Iceland last week, was made in an effort to ease the acute shortage of fish, notably cod, currently plaguing the Humber port.

The offer was welcomed by most of the port's merchants who claim the position is worsening every week. With the local seiners laid up during the winter, because of the short days and heavy weather in the North Sea, coupled to expired quotas on the middle and distant water grounds, massive price increases are feared.

Bumper landings

THE value of white fish landed and sold at Peterhead during the month was £2,852,617, double the £1,372,721 in August, 1976.

The bumper landings of white fish boosted landing dues by £29,297 to £57,052 for the month.

The collector's statement at the monthly meeting of Peterhead Harbour Trustees over the past six months revenue amounted to £405,400 which was £168,575 more than in the corresponding six months of 1976.

COMMENT

THE INTRODUCTION of a licensing scheme on the mackerel fishery hardly comes as a surprise. Driven from traditional fishing areas by limit extensions, conservation measures and political ineptness, boats have converged on the mackerel grounds in a way that resembles the gold-rush of the 1930's.

As we pointed out in this column just a few weeks ago, any form of licensing must, by its nature, be discriminatory. This time it is the big bulk carrying vessels which have suffered. Particularly hit by this new order are the Humber-side trawler owners who have been lashing out huge sums of money to convert their ships and get involved in an operation to feed Danish fish meal plants with mackerel.

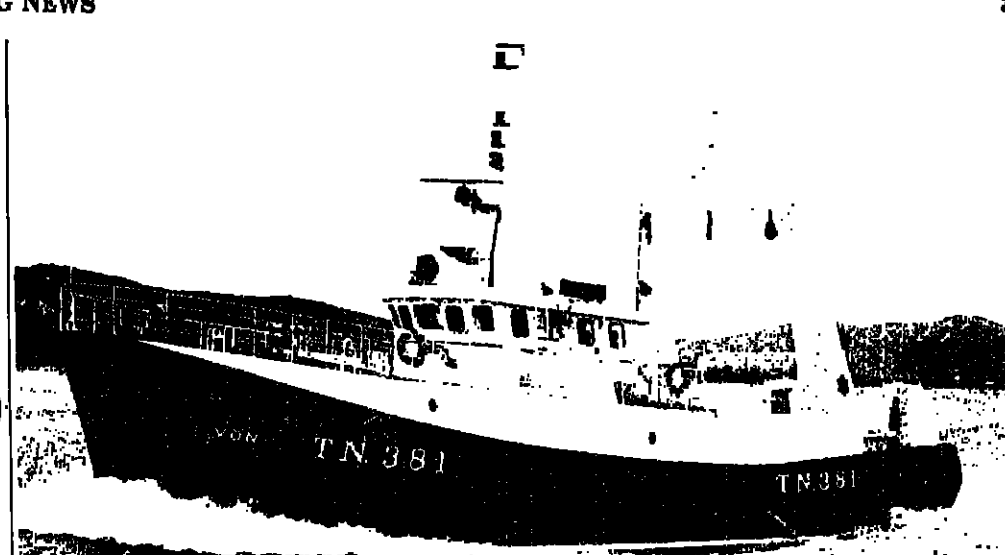
This sort of manoeuvring underlines the desperation of big fleet owners to keep fishing. And it seems to be clouding their judgement.

At the beginning of the year all the signs were there that the mackerel fishing would end up being tightly controlled. The most pointed indication of this was the announcement of a 'standstill' for 1977 based on the previous year's fishing.

Along with blue whiting, mackerel is the last of the big fish stocks off our coast. What the Government should be doing now, is to make money available to convince people of its value as a food fish.

While licences look tailor-made for the Scottish purse seine fleet to increase its bulk fishing effort on mackerel, there is an implicit warning from the Ministry that a close watch will be kept and the new measures could be introduced at the end of the six-week period.

FISHING NEWS



THE 87ft. stern trawler Von (above) has been built at Campbeltown Shipyard for Torshavn in the Faroes.

Owned by a consortium of nine people which includes Skipper Peter Nolsoe she has been specially designed for conditions within the Faroe 200-mile territorial limits.

Von (the name is Faroese for Hope) is the first small stern trawler to join the Faroe fleet. She is the result of careful planning by her owners who have placed high priority on safety and efficiency.

The owners worked closely with the

builders on the design of the vessel which is capable of bottom and midwater trawling.

Her equipment includes Mirless Blackstone propulsion engine, Gardner auxiliary engines, Rapp split trawl winches, gilson winches and bridle winches, and Simrad echosounders.

Campbeltown Shipyard won the contract to build the vessel in competition with yards in the Faroes, Norway and France, and have since received orders to build three more similar vessels for the Faroes.

A detailed description of Von will appear in Fishing News shortly.



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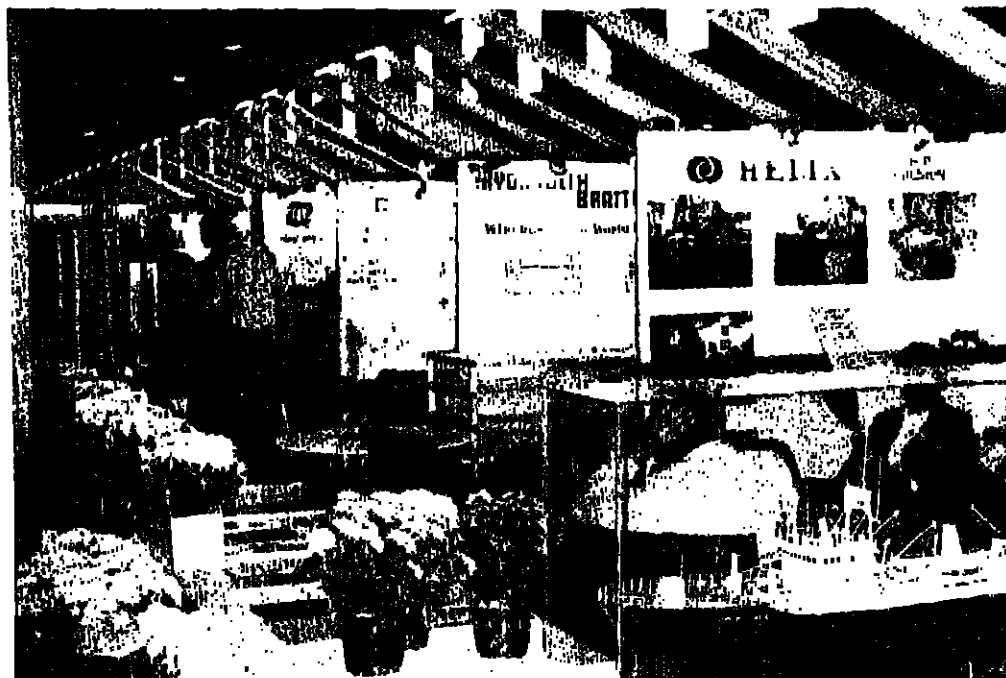
Chris Andre regularly brings in top catches of mackerel, using an SK-3, as do Challenge, Spearmagne, Stephens, Flowing Tide has contacted pilchards at a range of 2500 metres with an SB-2. Burton Constable, Burton Agnes, Conduan and Lindisfarne have had an excellent

sprat season using the SL. Wardley is unique in Britain in using sonar for gill net fishing around wrecks for cod, and has been very successful with the SL. Green Valley is successfully pair fishing with Athabaska, using an SK-3 to find the edge of gravel patches.

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Top: Nine exhibitors formed one of the most impressive displays on the Norwegian stand. Above: The Spanish were out in force looking for new markets for frozen fish.

THE WORLD Looking out for a cut of Canada's cake

THE WORLD Fishing Exhibition which closed in Halifax, Nova Scotia, last week restored some credibility to this well-travelled series of shows.

Efficiently organised, well presented and heavily attended, the show went a long way towards erasing memories of Marseille, France, two years ago when visitors were as rare as astronauts on the moon. With equipment lined up from 14 countries there were no signs of big spending. However, this didn't seem to depress too many exhibitors. One told *Fishing News*: "This is not an immediate selling operation, we're here with an eye on the future. Canada has a huge fishing potential and we're happy to get our feet under the table for when it does take off."

Big foreign delegations from Norway, Poland, USSR and Japan were all in evidence, all sizing up the chances for a bite at Canada's under-utilised 200-mile limit. After a spate of initial

enthusiasm for prospects in Canada, British trawler owners seem to have lost interest. Only two were in evidence: one from Hull and one from Scotland.

What did become clear, is that it could be a long and fruitless wait for those fishing nations wanting to invest in Canada or take advantage of any big expansion in the fishing fleet. Speaking at the opening of the show, Federal Fisheries Minister Romeo LeBlanc said he was not convinced that massive foreign investment was needed.

Postponed

Mr. LeBlanc also wanted expansion of the east coast fleet postponed while the stocks had a chance to recover.

Referring to constant calls to build up a freezer trawler fleet, Mr. LeBlanc said: "I am not convinced that industry economics could support this type of expansion now." Priority would be given to coastal communities

dependent on inshore fishing, he added.

Most of Mr. LeBlanc's remarks were directed at a call from Nova Scotia Fisheries Minister Dan Reid for a \$900m fleet expansion plan opportunistically launched at the show opened.

While Mr. Reid did not think the Canadian government could provide all of the money, he said that there is plenty of foreign capital ready to flow in. This was mainly from Japan and Eastern bloc countries, he added.

Against this heavy political background, the actual fishing hardware on display seemed to take a back seat. What was a heavy emphasis on pressing equipment, reflecting the general fish supply situation throughout the world. Getting the most out of what fish is available seemed to be the name of the game.

We will be looking at some of the most interesting products at the show in *Fishing News* shortly.

SCOTS ARE THE TOPS

THE REPUTATION of Scottish fishermen rides high in the Maritime Provinces of Canada. "I have been gratified to hear of the esteem in which Scottish skippers are held during my visit here," Dr. W. J. Lyon Dean told *Fishing News* in Halifax.

"Over the years, Scottish fishermen have had a great impact on upgrading the standards of fishing and fish handling in Nova Scotia, by bringing their experience across the Atlantic."

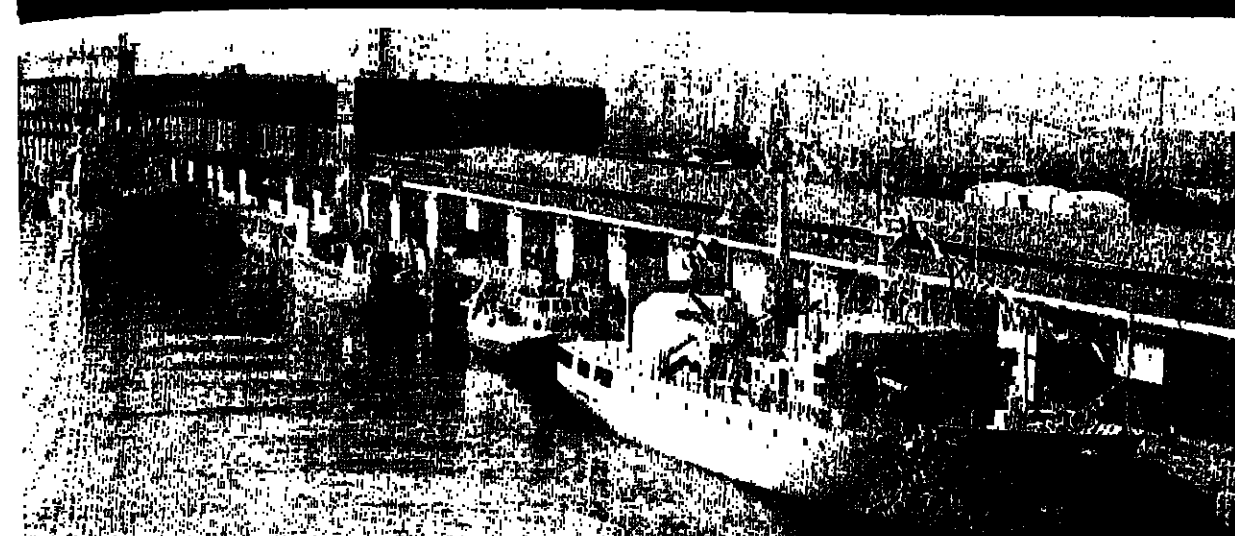
"The name of the late Jimmie Thompson from Lussmouth is a legend here," said Dr. Dean. "Everyone has a story of Jimmie, whose hymn singing and mouth organ playing is much revered."

With Canadians determined eventually to be the only fishermen inside their 200-mile limit, Dr. Dean pointed out the opportunity for inshore fishermen from the UK to help Canada achieve this goal.

While there is much talk of partnership between UK, Icelandic, Norwegian, Polish and German trawler companies with Canadian firms, Dr. Dean said that the overwhelming emphasis will be on inshore fishing. "There will be a great opportunity for inshore fishermen to come to Canada to help in the up-

grading of the industry." At the Atlantic Technological Conference held in Halifax, Dr. Geoffrey Burgess of Torry Research Station, Aberdeen, opened the proceedings. The conference closed with a banquet which was addressed by Dr. Lyon Dean, who got a great reception. The Canadians were particularly interested in the Dr. Dean's exposition of the powers and administration of the WFA and HIB, especially his praise of the work of the Industrial Development Unit at Hull.

FISHING EXHIBITION—HALIFAX



Demonstration ships moored outside the exhibition hall in Halifax. Attracting attention was the 65ft. Brandel a Canadian multi-purpose research trawler, on the two public viewing days it was hard to contain the waiting queues of visitors. It seemed as if the whole province of Nova Scotia had turned out for the show.



The exhibition was opened by Nova Scotia Premier Gerald Regan (right). Also speaking at the opening was the Canadian Minister of Fisheries Romeo LeBlanc (left).

ART OF SCOTTISH SEINING



Skipper 'Davie' Smith.

SUGGESTIONS that Scottish fishermen were conservative in the design of their boats were firmly denied in Canada, last week.

"Some of the alternatives I've seen on offer would be more suitable for going to the moon than fishing the North Sea in winter," said Skipper 'Davie' Smith from Anstruther, Scotland's top earning seine net skipper with Argonaut IV. Skipper Smith was speaking at a Fishermen's Forum arranged in conjunction with the World Fishing Exhibition.

While most of the participants at the conference had little knowledge of

Scottish-type seining, there was enthusiastic applause and a lot of questions at the end of Skipper Smith's talk, which he illustrated with a film made aboard his boat.

The modern conventional seiner took a long time to evolve explained Skipper Smith. The fact that they are among the most profitable boats for their size in the world is proof of their suitability for the job.

Turning to the development of seine net gear, Skipper Smith said that the introduction of the hydraulic power block had been mainly responsible for the present prosperity of the Scottish fleet. Big hauls of fish lost

because they were unmanageable in bad weather were handled quite easily with the power block.

Hauling with a power block meant that the net could be simultaneously flaked-down ready for shooting. With a drum it would have to be hauled off again prior to shooting.

As the boats became bigger and more powerful, manila seine ropes were replaced with heavier synthetic ropes and this brought problems. Sometimes up to 14 coils of 3 1/2 in. circ. rope on each side had to be handled. This was resolved by the introduction of rope reels.

Ten years ago, Skipper

Smith pointed out that his boat Argonaut III was the first Scottish seiner to have a power block; four years later she was the first to have rope reels. Now, nearly all the seine fleet has this equipment.

Another development of great importance to the seine net fleet was the introduction of the variable speed hydraulic winch. The flexibility this gave in relation to various propeller speeds, said Skipper Smith, had been a great advantage for Scottish seining.

With most of the Scottish seine net fleet comprised of boats between 70ft. and 80ft. and with engines ranging

from 200-600hp, Skipper Smith said he believed that power was not all that important when it came to the actual fishing operation. The only advantage from a big engine was in cutting down time to and from the grounds.

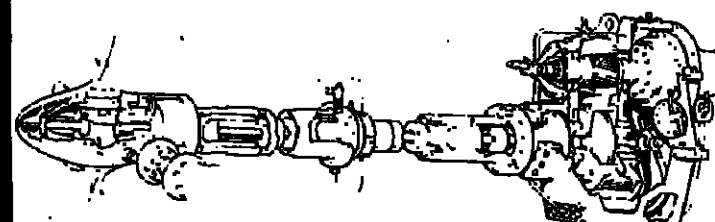
"The ability to be able to distinguish between hard and soft ground is all important in seining. Fishing generally takes place on soft ground and most boats use two echosounders. One on a frequency of around 30 KC's using a fairly wide beam oscillator with good side lobes for ground discrimination. The second echosounder has a higher frequency and a

Continued on page 10

A tidy sum! —

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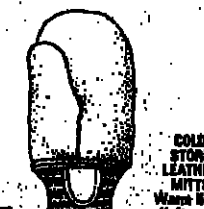


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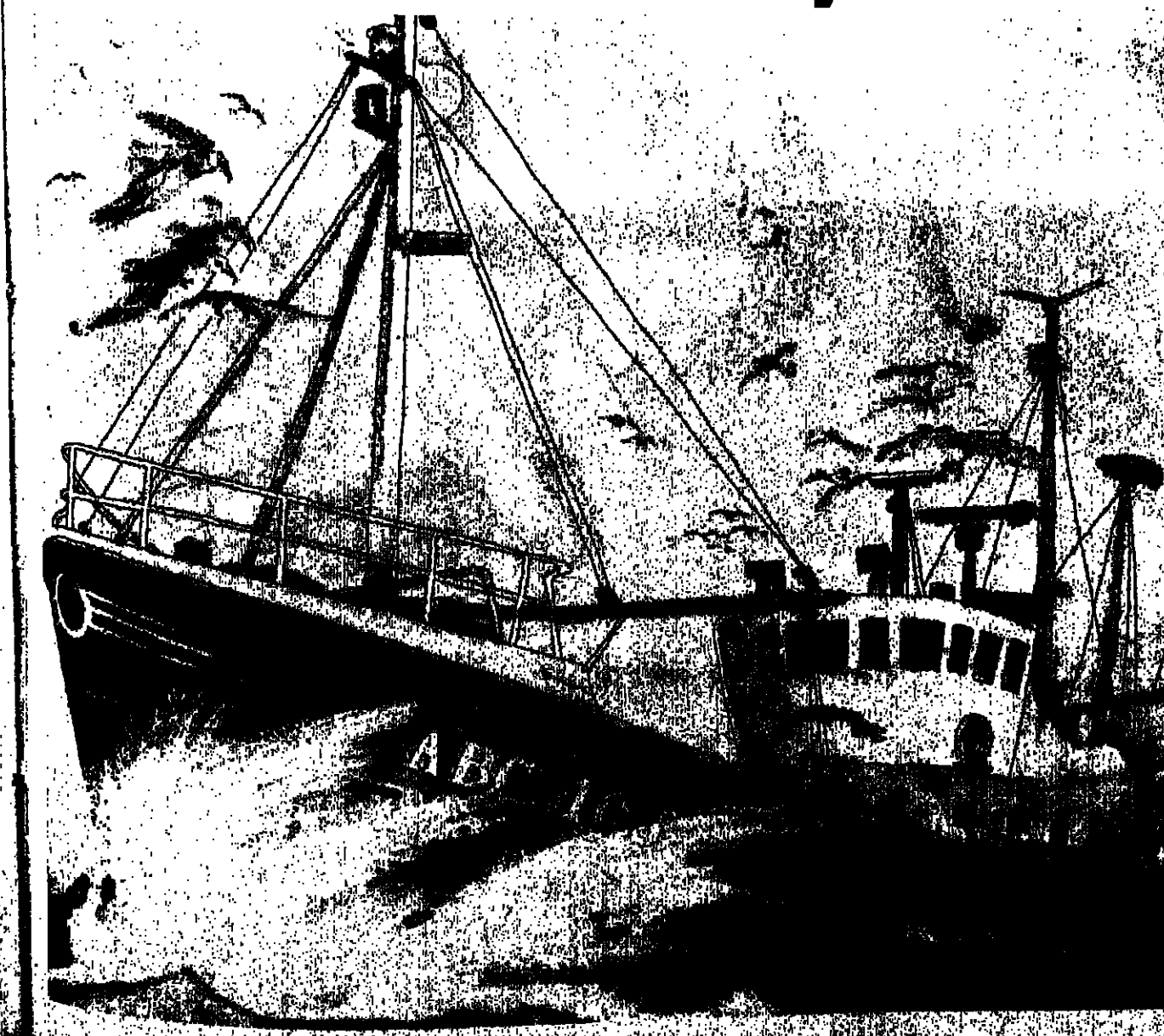
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Ship damaged in mercy run

THOMAS Hamling and Co.'s 659-ton trawler *St. Gerontius* (Sk. D. Platten) is at Tyneside after landing a 246,093 catch at Hull last week.

She is expected to be out of service for about six weeks after sustaining considerable starboard damage during an incident when homeward bound from the Bear Island grounds with 1,324 kits.

St. Gerontius had been among vessels answering a call for assistance put out off the Shetlands by the fire-stricken tug *Captain Craig*, which had been towing a barge about 300 ft. long until the tow lines fouled an underwater obstruction and parted.

At the time of the Mayday call *St. Gerontius* was about 20 miles. A helicopter took off the ten-man crew of the

damaged tug and landed them at Lerwick.

While *St. Gerontius* endeavoured to take the barge in tow a part of it hit and damaged the trawler midship during a heavy swell.

She had to abandon her towing attempt and completed her homeward run unaided.

The fire-damaged tug and the barge it had been towing were both taken to Lerwick by other vessels.

St. Gerontius was one of three vessels damaged to varying extents when answering the Mayday call. The other two were the *Seaforth Challenger*, the first arrival on the scene, and the Lerwick lifeboat. *Seaforth Challenger* was stated to have damaged her bow and to have a rope entangled in her propeller while Lerwick lifeboat damaged her fenders.



Tropical find at Hornsea

UNUSUAL marine animals attached to a steel float were found when Robert Rollins hauled-up his crab pots two miles east of Hornsea.

He asked Alan Howard, a marine biologist from the Fisheries Laboratory, Burnham-on-Crouch, to take a look at his catch.

Mr. Howard explained: "These creatures are goose barnacles which are a tropical species not normally found in the North Sea. I have only seen them before in museums and as specimens at University."

The goose barnacles have been kept and sent to the Natural History Museum in London.

WHITBY HARBOUR CHARGES 'UNFAIR'

WHITBY'S shore fishermen consider the present harbour charges unfair, it was revealed at a public enquiry at Whitby North Yorkshire by Mr. F. Mallows of the Ministry of Agriculture and Fisheries.

Mr. F. Richardson, secretary of Whitby Fishermen and Boatman's Society said that the towns 150 full-time shore fishermen considered that the present harbour charges were far too high reflecting an unfair proportion of all harbour expenses and in effect subsidising all other harbour users.

The inquiry was to consider these objections to Scarborough Borough Council's increased charges which came in to force last year.

Mr. Richardson pointed out that the landing dues were based on the value of the catch and the continued rise in fish prices gave the council

an automatic rise in revenue without any need to put up the basic levy.

What they wanted was a fair comparison with other users of the harbour.

Jim Leadley, chairman of Whitby Keelboat Society said that the facilities at Whitby were nothing like as good as at other East coast ports.

For the council Mr. D. Bridge said a loss of over £29,000 was expected on the harbour this year. More money was received from the cargo trade than from fishermen who would benefit when the upper harbour scheme was finished.

The inspectors decision will be announced later.

'Suffolk Monarch' - top landings

SKIPPER D. P. 'Rogie' Smith brought his vessel, *Small & Co's* stern trawler *Suffolk Monarch*, into land at Lowestoft on Monday, last week, and topped the week's earnings list with a £13,058 grossing from a 440 kit catch landed after 12 days at sea.

Second place went to Tallisman's side trawler *Underley Queen* (Sk. Mickey Reeder) which on Wednesday landed a 386 kit catch after 12 days out, to gross £12,093.

Third

The next three places also went to Tallisman owned vessels. *Oulton Queen* (Sk. Alan Hutchinson) being third with a £11,861 grossing on Monday from a 424 kit landing made after 12 days out.

In fourth place was the steamer *Barnby Queen* (Sk. Colin Craig) which after a 12 day trip also landed on Monday with a 420 kit catch which sold for £11,641.

Useful

In sixth place was the Colne Group's *St. Thomas* (Sk. J. Ketteringham) made £11,542 from a 387 kit landing, after an 11-day trip.

Other useful landings in a week of not very heavy catches, included *Scampham* with 302 kits on Monday when *St. James* had 371, *Rose 371* and *St. John 362*.

On Tuesday when only two boats returned *Bermingham* had 355 kits.

Wednesday saw the return of *St. Patrick* with 385 kits and *St. John* with 322 kits.

Winter warnings of restricted fish supplies

WITH supplies of wet-fish below 20,000 kits for the second successive week Grimsby received yet another warning of what may lie ahead this winter last week as supplies from the middle waters were restricted to only four landings.

In the past year the port has come to rely heavily upon the middle water section,

which offers a much wider range of fish than that from distant water grounds, and although it was largely an artificial shortage created through delayed sailings during the recent ice factory disputes, it triggered off some panic buying.

Indeed the real threat of a very serious fish famine was only narrowly averted by a spate of distant water landings from seven trawlers, yet at times even they could not prevent demand outstripping the supplies.

For once, BUT's grip on both middle and distant water sections was loosened. What middle water honours there were went to Consolidated Fisheries' *Blackburn Rovers* (Skipper Dave Shaw).

The one-time distant water returned from 17 days to the Westerlies with a 976-kit turnout, mostly cod and haddocks, to gross £31,805.

BUT did manage second spot from *Ross Cougar* with £27,154 from 858 kits, while *Consol's Carlisle* was third best on £21,237 from 717 kits, a long way ahead of Taylor's only landing from Tokyo on £12,085 from just 455 kits.

Disappointment

Recent disappointments by the Boston Group's vessels were shaded when *Boston Comanche* (Skipper Albert Hollington) picked up the week's top grossing from a 25-day trip to Bear Island which produced 1,579 kits, almost entirely codstuffs, in the distant water section.

The firm also did well with *Prince Philip* (Skipper Ray Harries) which pulled in £40,367 from a fine trip of 26 days on the same grounds.

The only other trawler to press *Boston Comanche* for her number one spot was BUT's *Ross Renown* (Skipper Wally Wilson). She completed 22 days to the White Sea with a cracking turnout of codstuffs in 1,323 kits to chalk up £52,028.

North Sea landings were also down as a consequence of

the problems arising from the ice disputes and not a single single-boat trawler was landed.

However there were two excellent trips by the pair teams *Carl Borum* (Skipper Regner Borum) and *Jacqueline Borum* (Skipper Jan Borum) and *Jean Scott* (Skipper Phil Scott) and *Golden Venture* (Skipper 'Pete' Pulfrey) which both topped £31,000.

By a mere £364 the *Borums* on £31,842 combined just nudged ahead. Seiner returns were fairly evenly spread amongst the various agencies, but last week it was the turn of Allard, Hewson's *Helena Gertsen* (Skipper Jorgen Gertsen) to collect the plum trip of £7,788 from 22 kits of quality flats.



Boston Comanche picked up 1,579 kits, the week's top grossing, in the distant water section from a 25-day trip.

Irish Sea landings are high

EXCELLENT grossings at Milford Haven last week came with trawlers bringing in big catches from the Irish Sea grounds.

Top ship of the week was the *Rosevear*, commanded by Skipper Jim Manson, which landed 169 kits for a grossing of £8,599. On the same day the *Westerdale* (Skipper Bruno Linke) landed 35 kits sold for £1,525.

Between them the vessels landed five of cod, 40 of whiting, 100 of roker, five of turbot and brill, 25 of plaice and 10 of soles.

It was also a good week for the *Brenda Wilson*, commanded by Skipper Rees Evans, which made £5,742 from 143 kits after a 14-day trip. On the same day the *Brother* (Skipper A. James) made £5,606 from 137 kits after a 12-day trip.

There was also a landing by a Belgian vessel during the week. She was the *Mariner* which had soles as the main variety in her 80-kit catch which sold for £5,051.

These grossings reflected the high prices paid for all forms of fish.

WOOD BOAT 'FEEL'

SIR, We read with interest your article in *Fishing News*, September 2, on George Weatherill. Mr. Jarman is to be congratulated on his far sightedness in building MFV's four years ago in the relatively new material. We are pleased that the hull has proved the manufacturers, Halmatics, construction to be generally good.

It is also gratifying to read that such an experienced skipper as Ian Britten finds the vessel to be "the best sea boat of them all" - even in the roughest weather.

The transition from wood or steel to GRP is not an easy one in view of the difference in weight. GRP being much lighter than the others. As designers, our endeavour was to obtain a final hull form which would be equivalent to a wooden vessel of similar dimensions and would therefore have as near the same "feel" as its counterpart.

There are in fact, a further two vessels of this type in service. *Leander* (BA 198) a research vessel for UMB St. Milport and 84 ft. *Endrick* a research vessel for the Clyde Fishery Board, the latter vessel completed in December 1974 and the former in August 1975.

LETTERS

Designs were produced for 65 ft. and 71 ft. vessels but so far there have been no takers. J. A. McLACHLAN, Chairman, G. L. Watson & Co. Ltd., Renfrewshire.

Coble appeal

SIR, I am interested in traditional "Yachting" cobles and have been collecting information and photographs of local cobles.

I would like anyone who operates a coble in the British Isles to drop me a line giving details of the vessel and if possible obtaining a photograph of it. This information is for my own interests.

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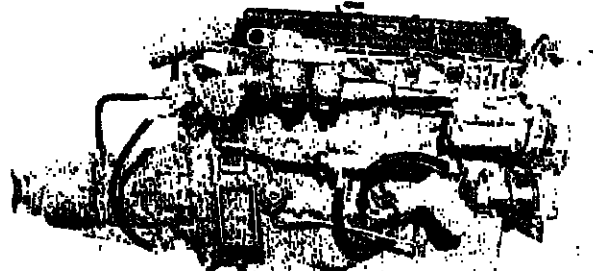
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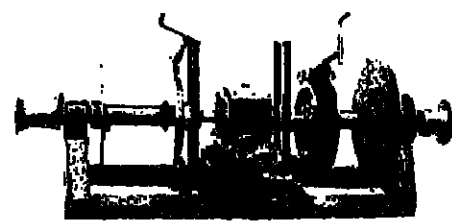
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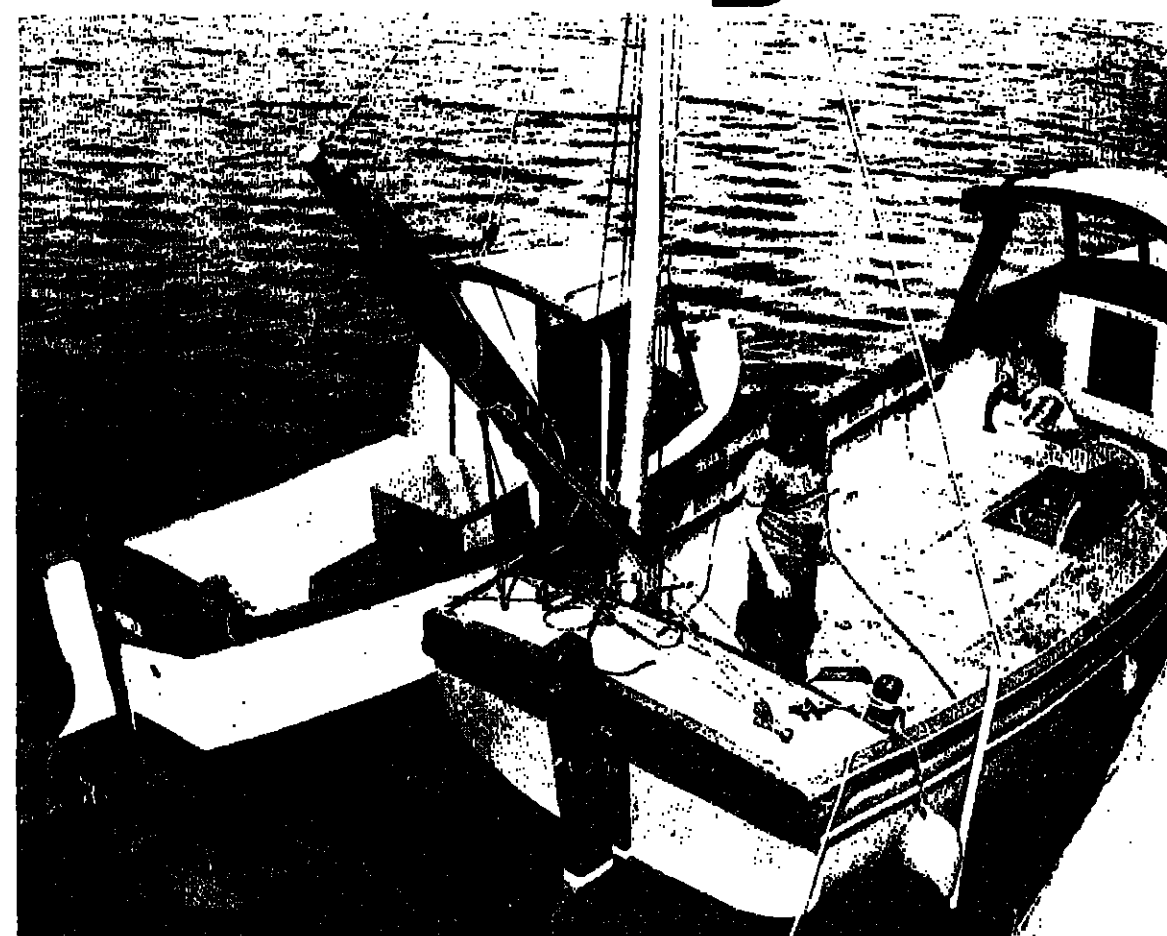
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Cornish yard to offer GRP boat kits



Two Boys and Pamela, side by side. Two Boys is one of the little 15ft. "Cove Boats" designed by Gary Mitchell. Pamela is a vessel for a Guernsey fisherman. Their builder, Treeve Marine, will shortly have both these GRP hulls available in kit form.

CORNISH GRP boat-builder Treeve Marine has launched four boats in one day. The firm has gained an export order to send a boat to Indonesia and is to produce boats in kits.

The four boats - three 15ft. Gary Mitchell designed Cove Boats and the DS25 craft Pamela - went out on sea trials during the same week. Pamela had already been on a trip to Hull where she was displayed at the Catch 77 fisheries exhibition.

The Cove Boats are for customers at the Cornish ports of Fowey and Hayle. Bonnie, the boat for Fowey, is open and has ply decks and an after locker large enough to store the engine.

Like the other Cove Boats, she has such a heavy GRP lay-up, including transverse frames throughout, that no thwarts are necessary.

For economy, the owner chose a Seagull Silver Century Plus engine which will be supplemented with an inboard

next season. She will be fishing primarily for mackerel from Fowey and has a speed of between four and five knots.

The first Cove Boat for Hayle is also open. She is named Magic and registered at St Ives, but will be working from Hayle estuary. The owner finds this boat ideal for sea fishing, despite Hayle's rather nasty sand bar. The shallow draft of the Cove Boat, and her sea-bearing capabilities, overcome this problem.

Reconditioned engine

She is fitted out with an after seat and locker plus a fore deck and locker. The engine is a reconditioned Stuart Turner 8, swinging a 12in. x 10in. propeller, and the auxiliary is a Seagull Silver Century Plus mounted on a bracket. On her sea trials she achieved 7 1/2 knots.

The second Cove Boat for Hayle, Two Boys is fitted out with a spacious forward cuddy which

allows standing room. She has an after deck and locker, and wheel and tiller steering, and is powered by a new 8.75 Lister ST1MGR2 swinging a 10in. x 11in. propeller.

This boat, to be used for angling trips from Hayle, achieved an average speed of about 7 knots. Pamela has been delivered to Guernsey for Dick Tostevin of Rocquaine Shellfish Ponds. Although he will be using this boat mainly for netting and angling trips, Mr Tostevin specifically requested a multi-purpose vessel suitable for single-handed use.

She is, therefore, fitted with a Seawinch combination type IC line/pot hauler, with the fabrications having been designed and constructed by Mike Watkin, director chief engineer of Treeve Marine.

Export order

She is fitted with a new Lister STW3MGR2, 3-cylinder, 2:1 reduction engine. On the trip to Guernsey, she had an average speed of 7.75 knots and used approximately 1 gallon of fuel per hour. She has created a tremendous amount of interest since her arrival in the Channel Islands.

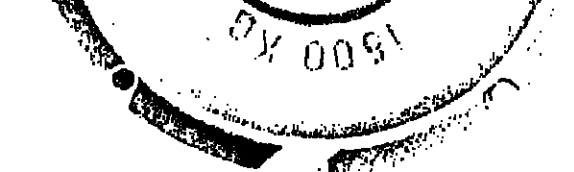
Treeve's first export order is for a Cove Boat to go to Indonesia as a purse seine skiff. She is to be an open boat with added fabrications such as lifting rigs and net chute. The engine is to be a Lister ST1MGR2.

Kit boats is the latest development by Treeve. It has an order for a DS25 kit which will cost around the £5,000 mark, less engine. The hull will be supplied complete and woodwork cut out.

Prices are now being worked out for Cove Boat kits. £580 for an open version, less engine, is expected to be the starting price.

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Jobs at risk as herring stocks fade

THE SAD consequences of the signs that misled and the advice that was wrong are noted by the Fishery Economics Research Unit of the White Fish Authority in a brief survey of Employment in the British Herring Industry. The survey might more appropriately have been headed "non-employment", for this is the looming problem it outlines.

With the catch sharply down from the big years of the early 1970s, and now with the closure of the North Sea fishery, many jobs are now at risk in the processing and handling sections of the industry ashore. It appears that nearly 2500 people (23 per cent of all those engaged in fish processing in Scotland) are "connected" with herring.

This proportion goes up sharply in places such as Fraserburgh where more than half the local process workers are in the herring industry. But Shetland processors are the hardest hit. "This is the destruction of the herring industry as it once was in Shetland," one of them told FERU.

Redundant

One serious problem is the amount of expensive plant made redundant as factories either close down or try to diversify. In the 1960s, rising catches especially by British vessels in the west of

Scotland, coupled with favourable scientific advice, more productive boats and export possibilities encouraged processors to increase their use of automated machinery. The industry, notes FERU, "entered a phase of chronic over-capacity".

Assured

Even as late as February 1972, processors were being assured by the scientists that the total west coast catch was not too high and that the stock could stand a haul somewhere between 125,000 and 250,000 tons. By 1975 it was realised that recruitment to the stock had been over estimated.

Now, plant designed mainly for the large-scale production of herring products mainly for export will be prematurely obsolete. If the herring do not return and displaced workers move out of the depressed industry

Steel builds to speed up



Production line for budget price hull

HULL STEEL CRAFT is to set up a production line to produce even more of its basic, but inexpensive steel hulls.

The firm has produced around 30 steel hulls during the past six months and has another seven at various stages of completion. These have been built in the open along the dockside at Hull.

Now the head of Hull Steel Craft, John Bailey, has told Fishing News that he plans to move the firm into sheds at a nearby wharf within the next month.

Hulls leave the yard at the rate of over one a week ready for fitting out. Recent deliveries include an aft wheelhouse 30-footer, an open 25-footer and a 37-footer.

Mr. J. Henderson of Dumfries, Scotland, has taken delivery of the 30ft. long hull the yard's first with an aft

wheelhouse and deck cabin. She will be equipped for trawling and potting and the hull cost only £2,185.

Just being sent away from the yard is the 25ft. hull, which will be completed for Bill Hodgson to fish the Solway from Workington.

With a forward wheelhouse, rudder, stern tube and engine beds ready fitted, the 25-footer leaves the yard for £1,485; open versions sell for £1,185.

Partners, Messrs. Peterson and Leighton, have nearly finished fitting out the 30ft. long hull displayed at Hull's Catch 77 show in June. This forward wheelhouse craft will go trawling in the Humber.

Owners not wanting to tackle fitting out themselves can be given quotes by David Ayres Marine, or local yards. One yard already half-way through fitting a 30-footer in West Solent Boatbuilders,

HIB asked to relax small port landing regulation

ROSS and Cromarty District Council is appealing to the Herring Industry Board to allow larger boats to land herring at small Scottish west coast ports not on the official list.

For a number of years the HIB has prohibited, with minor exceptions, the first sale of herring at places in the Minches other than Oban, Mallaig, Ullapool, Uig, Stornoway and Loch Boisdale during the autumn and winter seasons.

The Board has stipulated that boats involved in the minor exceptions should not exceed 35 ft. in overall length.

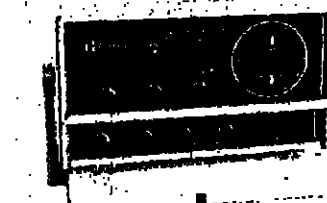
Restricted

The Council, however, believes that this is a restrictive practice and is to appeal to the Board that boats up to 50 ft. should be allowed to use small ports and that the limit on catches should be increased.

Council members are also to recommend that drift netters should be exempted from the restriction and that the ports of Gairloch and Kyle should be added to the list of places at which herring could be landed.

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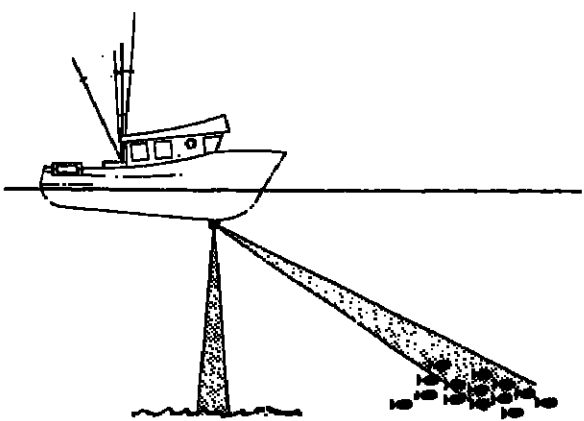
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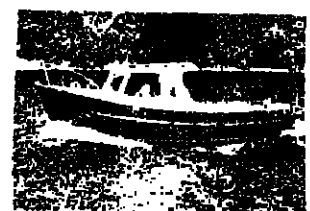
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Traps for Jumbo lobsters

"BECAUSE of some catches of large lobsters made with hoop nets here recently, we think it might pay to set a few pots with far larger entrances than the 4 1/2 in. (114 mm) entrances of those we normally use."

"It would help us to decide about dimensions etc., if you would send us information about jumbo lobsters, traps in which they are mostly likely to be caught and where they are obtainable."

"We should also like to know where to get or how to make a proper measuring gauge."

The Northern Lobster (*Homarus americanus*) grows to a length of over 3ft. (914mm). Largest caught so far—in a trawl off the coast of North America—weighed 42 1/2 lb or a little over 19 kilos.

In this country a European lobster (*Homarus gammarus*), 3ft. long and weighing 16 lb. 3 oz. (over 7 kg) was caught by naval divers in Portsmouth Harbour in an open, basket type trap baited with whelks.

Other jumbo lobsters taken in British waters include a 13 lb. (6 kg) specimen landed at Gorran Haven and 11 1/2 lb. (5 kg) specimens taken in pots off Mevagissey and Lundy Island.

About ten years ago lobster fishermen on the east coast of North America began trawling for lobsters in depths as great as 300 fathoms. They became so successful with their trawls that during a two year period 1964-1966 they caught nearly 10 million pounds of them.

Later, however, catches began to fall off. The clean grounds were over-fished and trawls could not be used on the rough ones. So they started using specially designed, large deep sea pots on the rough grounds.

They were made of steel because wooden ones would not stand up to the battering they received in the highly mechanised craft used for offshore lobstering.

Bare steel and wire pots were later superseded by pots made of vinyl clad, galvanised

John Burgess' Log



ed steel rods and wire. And the best size was found to be 48 x 36 x 18 in. with a weight of about 100 lb.

Pots of this type began to be used with such consistent success that a firm in Massachusetts put into production a standard pot, the CEC Jumbo Trap of these dimensions.

The CEC Jumbo would probably be the ideal type of pot with which to find out whether there are many outside lobsters on your grounds. But to import several of them might be prohibitively expensive.

An alternative would be to consult R. & B. Leakey of the Sutcliffe House, Settle, Yorkshire.

Fishery officers now use a triangular brass gauge to measure lengths of carapace between rear of either eye socket and rear of the body shell.

You can get an officially verified gauge from your local Inspector of Fisheries or you can make one yourself out of brass or aluminium, taking care to ensure that the measurement of the gap on one side is exactly 80 mm.

Who stocks glands?

"COULD YOU give me the address of a firm which makes glands for fitting on the outside of rudder stocks to stop them leaking."

Brunton's Propellers Ltd., Sudbury, Suffolk and George Spicer Ltd., Gaines House, Brent Way, Brentford, Middlesex, make such glands.

SCOTTISH SEINING

Continued from page five

narrow beam for fish finding. All boats have cathode ray fish finders and some are also fitted with sonar. Some boats carry two Decca Navigators for multi-chain readings.

Describing the technique employed by most fishermen, Skipper Smith said that when the grounds are reached by using Decca Navigator, the hunt for fish begins.

"When a trace is found and evaluated on the fish finders, the vessel then turns into the tide and steams up for about 1/2 of a mile. A free-floating buoy is dropped with one end of the seine rope attached. The vessel then sets the gear, hopefully around the fish, in the shape of a huge triangle with the net about the middle of the base. The buoy is recovered and ropes and nets sink to the bottom."

In the next stage of the operation, the vessel steams slowly through the tide at about one-knot time hauling in the ropes at the same time. Fish are heaved into the path of the net as the vessel moves

inwardly over the grounds. Propeller and winch speeds are important, pointed out Skipper Smith. These can only be found out by experience.

Most boats start with a hauling speed of around 70fpm and build up to 140fpm by the time the gear is nearly closed. A hauling speed of around 450fpm is ideal to recover the net after the gear is closed. Hauling at this speed, said Skipper Smith, allows the next set to be made as quickly as possible. "A good rule of thumb is that the gear should be closed by the time half the ropes are heaved in."

The whole operation takes around two hours. Once aboard the fish are gutted and stowed packed in 100lb boxes.

Another representative from Scotland in an international line-up of speakers at the Forum was John J. Foster, from the Marine Laboratory, Aberdeen. He gave a paper on 'Fishing gear performance in relation to fish behaviour'.

Want to be a skipper?

IF YOUR ambition is to acquire a second hand's certificate to become in due course skipper of a fishing vessel, the first step to take is to obtain a copy of the regulations concerning examinations for Certificates of Competency, Skippers and Second Hands of Fishing Boats.

They are published by Her Majesty's Stationery Office. The second is to arrange to have an eyesight test in the hope of obtaining a valid test certificate, without which you cannot obtain any Certificate

of Competency. The third, I suggest, is to buy a copy of *Navigation Primer for Fishermen*.

It includes most of the information you will need to know for the examinations.

The primer has been written by Captain F. R. Howell MBE who, for the last ten years or so, has conducted courses in Devon and correspondence courses in aspiring second hands.

The author, who holds a Further Education Teacher's Certificate in the Fisheries Organisation Society's Honorary Consultant on training, knows not only what candidates need to know but how to impart the knowledge. This is proven both by the extraordinarily high percentage of passes gained by his pupils.

The book contains chapters on the compass, charts and navigational publications, chartwork, the sextant, used traverse tables, nautical astronomy, ship stability and on miscellaneous matters such as how to make use of an aneroid barometer, and how to distinguish navigation marks and buoys used in current systems of buoyage.

Included in its 200 pages are no less than 131 figures and illustrations—21 in colour.

It is obtainable from Fishing News Books Ltd., Long Garden Walk, Farnham, Surrey for £5.75 plus 5% for packing and postage or through your local bookseller.

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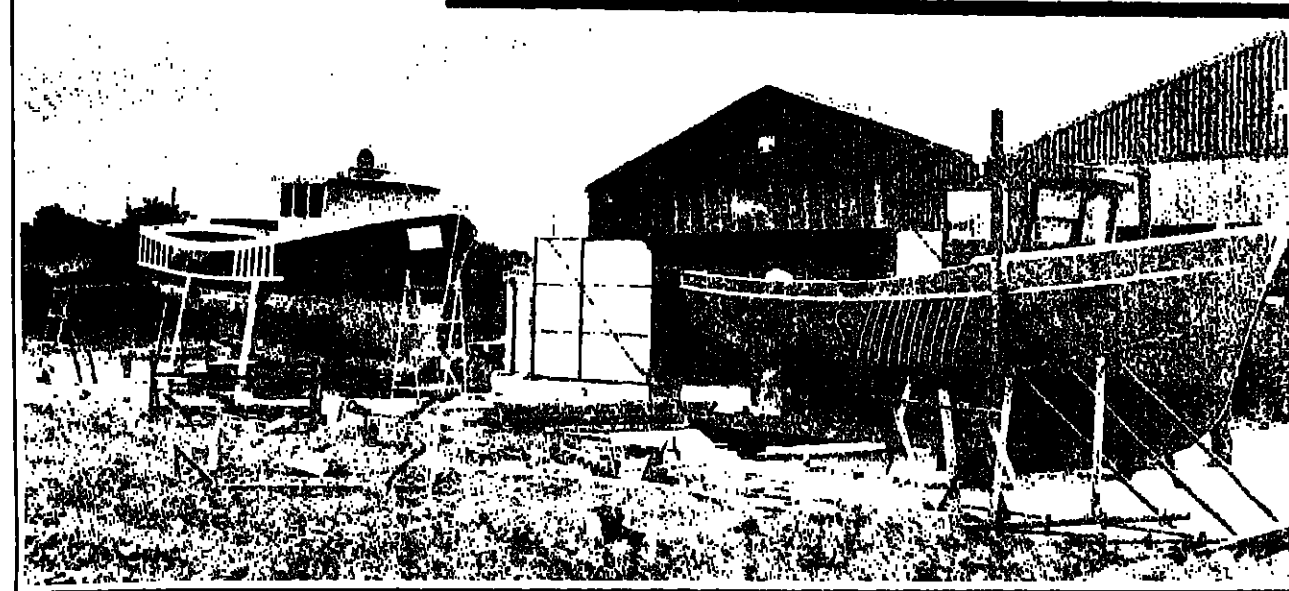
September 16, 1977

September 16, 1977

FISHING NEWS

11

GRP hulls catch on in Ireland



THE SUCCESS that the Cornish firm of Cygnus Marine has achieved with its range of GRP hulls in the UK looks like being repeated in Eire.

Now that Cygnus hulls have been approved by BIM, the O'Driscoll boatyard at Carrigaline, Co. Cork, has swung into full production, fitting out Cygnus hulls for Irish fishermen.

This picture taken recently at O'Driscoll's new 10,000 sq. ft. yard on the Owenabue river shows a Cygnus GM36-footer (left) nearing completion for John Doohan of Tory Island, Co. Donegal. The other vessel is one of O'Driscoll's wooden boats.

The Irish yard has already completed more than 10 Cygnus hulls. Last month there were two GM-36s, three GM-26s and one GM-21 at various stages of completion there.

Pot markers could cost lives says RNLI

LIFEBOATMEN have complained at the "cluttering up" of the narrow sea passage off Redcar by lobster pot marker buoys.

The department of Trade and Industry has been asked to investigate. Redcar RNLI claims that the buoys are hampering sea rescues. Cox Dave Buckworth, considers that lives could be lost by delays.

Passage

It is essential that the lifeboat should have a clear passage to the open sea.

Only recently a rescue was "made very tricky" because of the marker buoys and the appeal to the department is to try and get the position sorted out.

North Sea oil-spill: fish stocks seem clean

THE EFFECT on fisheries of the oil-spill from the Ekofisk Bravo platform in the North Sea is considerably less than was at first expected, according to an initial government assessment.

However, the full biological effect of the discharge will not be known until all the data collected by British and Norwegian scientists have been studied.

Following the incident last April, fishermen were advised to keep clear of the area until the effect of the spill on fish stocks was known.

In conjunction with a similar Norwegian investigation, research vessels from the Fisheries Laboratories at Lowestoft and Aberdeen undertook surveys on the scene of the blow-out during and immediately after the spill.

Test organisms exposed beneath the oil slick showed no adverse effects and plankton samples taken appeared normal.

Detailed chemical analysis of fish caught in the area showed no evidence of oil contamination, and a taste trial

SALMON SPREE

ANOTHER big landing of drift net caught salmon has been made at Whitby. Nearly 1,000 fish were taken in one day up to 10 miles off shore.

The total weight of the bumper catch was nearly three metric tons. One boat alone netted almost 160 fish.

The catch came at the end of one of the best ever seasons for Whitby salmon fishermen. Landings of gilse were the largest in living memory.

Billingsgate

RETAILERS visiting the market would doubtless be somewhat annoyed when they compare what they see with the food hygiene standards they are required to adhere to in their own shops. They must ask themselves why should it be necessary to spend money and to discipline staff at their level of food distribution when the most elementary rules are blatantly ignored at the stage immediately before them.

They will notice the dirty walls, the dust and dirt-gathering clutter, the lack of washing facilities and the general air of dilapidation.

The salesman who they deal with will probably be smoking. This could cost a retailer £50 if he did it in his shop.

The fish itself may not be on the floor, but it will probably be so near to the floor that it can easily be splashed with melted ice and dirt.

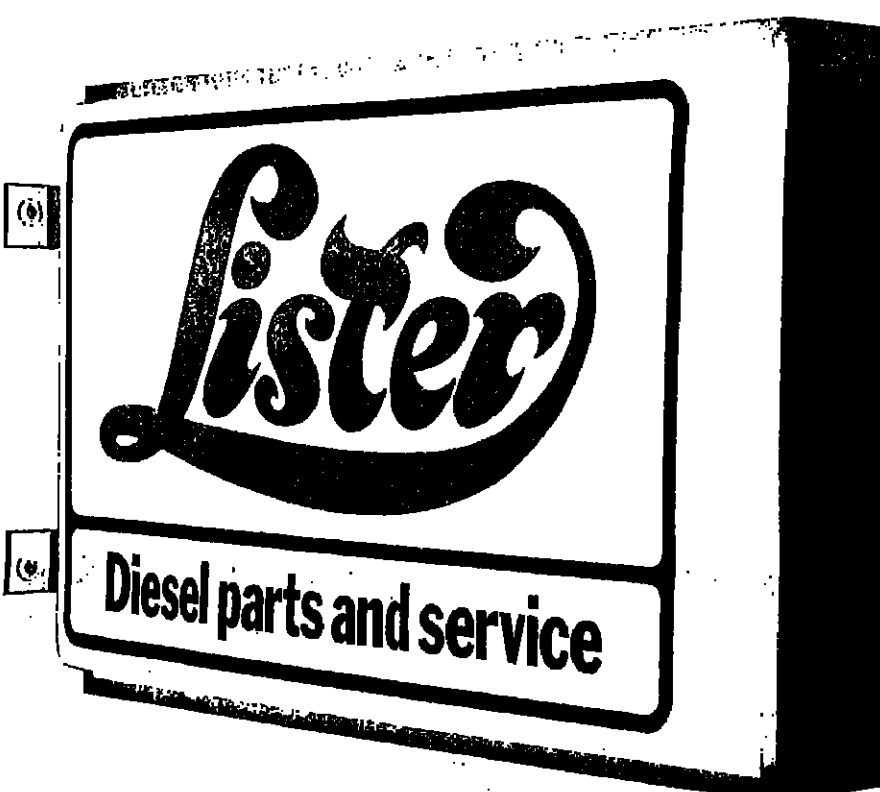
They will see refrigerators and display cabinets but no cleaning routines beyond the occasional hose-down.

What they will probably not see is the environmental health inspector, whose colleagues enforce the rules in retail shops. Retailers must use clean wrapping paper for their customers' purchases, but their own may be pecked in twice-used, never cleaned boxes, open to the elements, and transported in uncovered lorries.

Of course there are individuals and firms who care, who improve their lighting, who paint their shops, who attempt to protect their fish from contamination, but they are working against the general atmosphere of laissez-faire.

Some years ago the authorities have allowed these conditions to exist seemingly in the hope that all will be well when the promised new market is built. But as that particular project appears to recede further and further into the future, our retailers will doubtless wonder if even glitzy new facilities will ever overcome the years of apathy.

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